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DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7610.4N

CHANGE: 3

EFFECTIVE DATE: March 10, 2011 **TRACKING #:** 43- 7-3-1

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1. PARAGRAPH NUMBER AND TITLE:

7-3-1. APPLICATION

2. BACKGROUND: This change is proposed as a means to improve the quick identification of possibly suspicious aircraft, including those with which air traffic control personnel cannot (re-) establish radio contact. It is meant in part to prevent the occurrence of incidents similar to the October 21, 2009, Northwest Airlines (NWA) 188 flight, which departed San Diego International Airport (SAN) en route to Minneapolis St. Paul International Airport (MSP). During the course of the flight, NWA 188 ceased communicating with air traffic control. Radio contact was not re-established for over an hour, and the incident raised serious security concerns.

As directed by the Chief Operating Officer of the Air Traffic Organization, a multidisciplinary team was convened to analyze how air traffic control operations can be improved. The team reviewed the procedures pertaining to the loss of two-way communication, establishment of communication, and the transfer of communication.

3. EXPLANATION OF CHANGE: The change removes the reference "or more" from the paragraph and adds the requirement to report a suspicious activity to a FLM/CIC. It also adds a note defining a confidence maneuver and who request the maneuver. This change cancels and incorporates N JO 7610.90, Reporting No Radio (NORDO) Aircraft, effective October 1, 2010.

4. CHANGE:

OLD

7-3-1. APPLICATION

Because of the infinite variety of possible suspicious situations, a complete and comprehensive list of suspicious activities is not possible. Remember to exercise sound judgment when one of the following situations could constitute or indicate a suspicious activity; e.g., weather, emergency situation/or other circumstances. The airspace security apparatus established by the FAA, TSA, DOD, and other stakeholders must be alerted via the DEN as soon as possible to suspicious activity:

a. Radio communications are lost or not established. After 5 minutes, or more, if radio communications have not been (re) established with the aircraft, consider the aircraft to be a suspicious activity. This includes all aircraft (general aviation, law enforcement, military, aeromedical, etc.), regardless of transponder code.

NEW

7-3-1. APPLICATION

Because of the infinite variety of possible suspicious situations, a complete and comprehensive list of suspicious activities is not possible. Exercise sound judgment when one of the following situations could constitute or indicate a suspicious activity; **for example**, weather, emergency situation/or other circumstances. The airspace security apparatus established by the FAA, TSA, DOD, and other stakeholders must be alerted via the DEN as soon as possible to suspicious activity:

a. Radio communications are lost or not established. **If** radio communications have not been (re) established with the aircraft **after 5 minutes**, consider the aircraft's **activity** to be suspicious **and report it to the front line manager (FLM)/controller-in-charge (CIC)**. This includes all aircraft (general aviation, law enforcement, military, aeromedical, etc.), regardless of transponder code.

Add

NOTE-

If communications are reestablished with a NORDO aircraft and if requested by the Air Traffic Security Coordinator, a confidence maneuver may be required.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7610.90, Reporting No Radio (NORDO) Aircraft, effective October 1, 2010

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 2/23/2010


9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

☐ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.

☒ **SRMDM.** Proposed change is not safety related.

Comments:

F.D. Hatfield
Director, System Operations Security

 *Am F.D. Hatfield*

Date: 06/09/10